

NOVEMBER 2017

The National *Falcon* News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1961 Falcon Ranchero
Steve Shore
Longview, Texas

NOVEMBER 2017

ON THE COVER

Steve Shore's 1961 Falcon Ranchero

Steve Shore (FCA #694) of Longview, Texas has a long association with Falcons. He's been a Falcon fan since 1978 when his dad gave him a 1961 Ranchero. In 1961 he bought a used 1960 model for his mom. Steve joined the Falcon Club of America in 1979 at the age of 16 and has been a member ever since.

He made many interesting improvements and had lots of good times in his little truck, but eventually he moved on to more modern vehicles. In 2008, he found our cover photo Ranchero and did a complete restoration on it. He also owns a 1961 Falcon Futura which you can see in the article on page 16.

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CALENDAR OF EVENTS

MARCH 23-24, 2018

SOUTHERN COAST REGIONAL, PENSACOLA, FLORIDA

Hosted by Southern Coast Chapter.

Use form in this issue to register.

MAY 4-5, 2018

19TH KCFCA REGIONAL, BETHEL, PENNSYLVANIA

Hosted by Keystone Chapter.

Check falconclub.com for updates.

JUNE 1-2, 2018

OHIO VALLEY REGIONAL, DAYTON, OHIO

Hosted by Ohio Valley Chapter.

Check ovcfca.com for information and updates.

JULY 18-21, 2018

FCA NATIONAL MEET, WICHITA, KANSAS

Hosted by Wheat State Chapter.

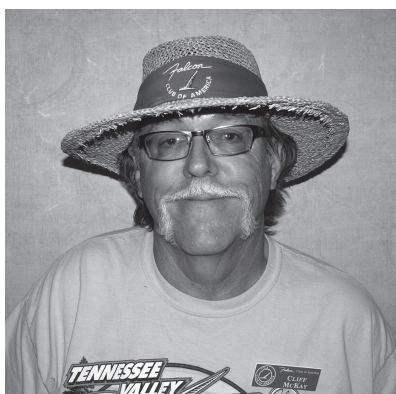
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Please send your FCA event information to fca.editor@yahoo.com and admin@falconclub.com.

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

*"Have a beautiful late fall season
crusin' in those fabulous Falcons
as your local weather permits!"*

A round of applause to the Northeast, Mid America, and Tennessee Valley Chapters for putting on great Fall Regionals this year for our members' enjoyment. Also I want to again commend the Gulf States Chapter for their continued support of Falcons attending the annual Cruisin' the Coast event. I trust that all who were able to attend had a great time. Most of the events had great weather and some had record turnouts, too. To those members who have never attended an FCA Regional or National Meet, I strongly encourage attending one and you might really be surprised at just how much fun can be had. Unfortunately, I did not get to all of these great regional events, but I did get to enjoy both the Mid America and Tennessee Valley Regionals this year. I drove to both of them, first to Kansas City in my 1965 Ranchero and then to Tennessee in my 1965 convertible.

As I mentioned, another event of note was the "Cruisin' the Coast 2017" that involved numerous FCA members and their Falcons again this year. They had a good showing, great weather (at least until Nate arrived), and lots of Ford fun!

Have you all had some time to check out the latest changes to our FCA website? Continuous improvements are being made with up-to-date event listings and more technical articles. The FCA is always looking for more contributing authors; submit your articles through our technical advisor network. To access these articles members need to use the password **imFCAiwi!**. I would like to specifically

thank departing Webmaster Jeff Thomas for his years of helping to keep our FCA website up to date and for assisting Wally Tirado to overhaul it for us all. I'd also like to shout out a hearty welcome to our new Webmaster, Mike Grant, who recently joined our internet team.

I want to personally recommend to all our FCA members to try to attend next year's 2018 National event in Wichita, Kansas. The event hotel has a very nice facility with a large parking area with shade trees for our show. Check out the 2018 Nationals website and take a look at what south central Kansas, especially the Wichita area, has to offer. Ask questions and even offer suggestions if you like. I know the Wheat State Chapter guys and gals are already hard at work on making it a good time for all who attend.

Our Recording Secretary, Misty Sigler, has advised me that she wishes to step down next year. If you think you might wish to serve the club in this position or at least think about it, please let me know. Feel free to visit with Misty to get a feel for what all her job entails. It's never too early to at least think about it.

Take care. Have a beautiful late fall season cruisin' in those fabulous Falcons as weather permits! Oh yeah... don't eat too much turkey, stuffing, noodles, rolls, cranberry sauce, pecan pie, and pumpkin pie for Thanksgiving either!

—Cliff McKay (FCA #7987)
Peck, Kansas

Northeast Chapter's 19th Annual Regional Meet

August 18–19, 2017 • Sturbridge, Massachusetts



The Northeast Chapter held their 19th Annual Regional Meet on August 19th in Sturbridge, Massachusetts. The weather threatened rain all week and it did rain Friday night and early Saturday morning. Fortunately, the sun came out early and then stayed all day! The location was the Sturbridge Host Hotel on Cedar Lake where the cars were able to park on the

grass with the water as our backdrop. We had 50 cars and more than 100 people attend this year. We even had special guests from Florida; Ray and Ginny Chevalier drove up for the show. Ray said he couldn't miss another regional living in Florida and not know what was going on. You can take Ray out of North East but you can't take the Northeast out of Ray.





Story By Cris Bowes
Photos Provided By Kevin Gabel

The banquet was held on Saturday night with 66 people in attendance. Longest Distance Award went to Joe Dye from Oklahoma. Our show was one of six regionals he was going to this fall. Best of Show Stock Award went to Rick Bowes with his 1963 Sprint Convertible and matching trailer. Best of Show Modified Award and Ladies' Choice Award both went to Chris Voorhest for his 1963 Futura Hardtop.

—Cris Bowes (FCA #4269), Coventry, Rhode Island



—Additional photos on pages 8–9



We'd like to wish a warm welcome to our new members. It's great having you as a part of the Falcon Club of America.

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13 Doc Ryder Dr.
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59 Nefsy Rd
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Continued on page 10

Northeast Regional

—Continued from page 5





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1961	VACANT NEEDS A TECH ADVISOR		Steve Springer 6600 Ratan Dr. Austin, TX 78749 csspringer@austin.rr.com
1962	Joe Tatti 2140 Falmouth Terrace Burlington, Ontario L7P 1X9 905-335-2834 jnc21@outlook.com	1966	Phil Warren 602 N. Harrison Springhill, KS 66083 913-592-3571 pwrn@yahoo.com
1963	Jim Simmons 389 CR 214 Eureka Springs, Arkansas 479-981-4445 jim@modestojim.net	1967	Paul Coffey 25308 Arroyo Ct. Caldwell, ID 83607 208-453-9800 paul@moderndriveline.com
	Vic Falcone 3102 East Old State Road Schenectady, NY 12303 518-355-7756 vfalcon64@aol.com	1968	Leon Grantham 8108 E. 59th St. Kansas City, MO 64129 816-353-3084 (no email)
1964	Jerry Kratz 216 Highland Ave. North Wales, PA 19454 215-699-2456 kpauto@aol.com		Bob Karpenko 5478 South County Line Rd. Middleport, NY 114105 716-735-7547 GreedyMite@Hotmail.com
Convertible	James Cole P.O. Box 1858 Dawsonville, GA 30534-0033 404-427-8998 (no email)	1969	Bill Walter 1615 Maple Grove Ave. Dayton, OH 45414 937-216-4721 falconbill@woh.rr.com
Hardtop and Sedan	Richard E. Alyea 1817 N. Timber Ave. Bethany, OK 73008-5726 405-789-6592 (no email)	1970 / 1970½	Merl Hayn 14942 S. Maple Rd. Argos, IN 46501-9525 574-892-6309 shaynfamily@aol.com
1964 / 1965 Station Wagon	Frank Servas P.O. Box 10 Center Valley, PA 18034 falcon@hypermps.com	1961 / 1967 Econoline / Club Wagon	Richard E. Alyea 1817 N. Timber Ave. Bethany, OK 73008-5726 405-789-6592 (no email)
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Horsepower by the Numbers

Article originally printed in *The Falcon Express*, Metro Detroit Falcon Club's bi-monthly publication.

For a while now I have been thinking about replacing the cylinder heads on my car. The Edelbrock Performer RPM heads I've been running are good heads, but I am looking to pick up a few more ponies under the hood. I just want a little more performance. I did a lot of research before I decided on a replacement head. I wanted a head that flows better than the Edelbrock heads but I did not want to lose any low end or mid-range performance and torque. There are a lot of heads that have higher flow rates than the Edelbrock heads but the ports are too big for a street engine. On a street engine you want good bottom end and mid-range power. To accomplish this you want to keep the ports and valves smaller. Smaller ports will increase velocity at lower RPMs giving a very responsive feel when you step on the gas. Larger port heads may flow more at high RPM but will perform poorly at low speeds. A low rise intake manifold is also better than a high rise manifold for a mild street engine. Also don't install too large a carburetor. For a street engine, smaller is better. A 302 only needs about 480 CFM at 6000 RPM so keep the carburetor at 600 CFM or smaller and always use a carburetor

with vacuum secondaries for the street. A mechanical secondary carburetor (double pumper) is good for racing but not for a mild street engine.

The heads I decided to purchase are from AFR. They are the 165 Renegade's. My only concern about the heads is that they have a slightly smaller combustion chamber, (58cc to 60cc). This will increase my compression slightly. After talking to an AFR tech rep, he assured me that I will be OK with a 10.5 to 1 compression ratio and still be able to run pump gas. The AFR 165 heads have a slightly smaller intake port runner than the Edelbrock heads but have a better flow rate. The valves are the same size so I don't need to worry about piston to valve clearance. The big difference is on the exhaust side. Small block Ford engines have always had very small exhaust ports. The AFR exhaust ports are larger and flow quite a bit better than the Edelbrock heads. That should give me the horsepower gain I am looking for.

The installation went well. The only thing I had to do differently with the AFR heads was install adjustable pushrod guide plates. The ports on the AFR heads are moved slightly from the Edelbrock ports

Edelbrock Head Flow Numbers

#60229: Flow Numbers as tested by Edelbrock's SuperFlo SF-1020 flow bench at 28 inches water pressure

Valve Lift	.100"	.200"	.300"	.400"	.500"	.600"	.700"
Intake	72	132	183	216	245	249	244
Exhaust	57	104	142	159	170	174	175

#60259: Flow Numbers as tested by Edelbrock's SuperFlo SF-1020 flow bench at 28 inches water pressure

Valve Lift	.100"	.200"	.300"	.400"	.500"	.600"	.700"
Intake	70	128	183	219	251	255	246
Exhaust	57	104	142	163	170	174	175

AFR Renegade 165 Head Flow Numbers—165cc Street Head Flow Chart

Test conducted at 28 inches water pressure on Superflow 600; Bore Size: 4.050" 3/4" radius plate exhaust, 1 3/4" curved pipe

	.200	.300	.400	.500	.550	.600
Intake	135	200	240	251	255	260
Exhaust	122	163	192	208	212	215

"The Edelbrock Performer RPM heads I've been running are good heads, but I am looking to pick up a few more ponies under the hood."

By Alan Aniol

so adjustable plates are required for proper rocker arm alignment. I never used adjustable guide plates before so it took a little time installing them. I had to grind a little material off the plates to get them to clear the valve cover rim. After I got everything properly aligned, I torqued the rocker arm studs to 50 foot pounds per AFR spec. The next thing is to check to see if the pushrods are the correct length. To check if the length is correct, make sure the engine is at top dead center. Take a magic marker and color the valve stem ends on number one cylinder. Install the intake and exhaust pushrods and roller rocker arm. Adjust the rocker arms by turning thread adjustment nuts until all the end play is removed. Roll the engine over two full turns back to top dead center. Remove the rocker arms and observe the ends of the valves. The rocker arms will leave a mark on the ends of the valves. If the pushrod length is correct the mark should be in the center of the valve stem. If the mark is closer to the intake manifold a shorter pushrod will be required and likewise if the mark is closer to the exhaust side a longer pushrod will be required. Summit and Jeg's sell

an adjustable length pushrod tool for checking length. It turned out my existing pushrods were the correct length for these heads so I went ahead and installed the pushrods and rocker arms.

With the new heads installed, I took the car out for a drive. After driving it for a few days, I removed the spark plugs to see if I needed to re-jet the carburetor. After experimenting a little, I ended up staying with the same jetting I had with the Edelbrock heads. I also played a little with the timing. I finally took the car to a place where I could safely step on the gas. The car was definitely faster with the AFR heads. The car always pulled well in first gear but it was second gear where I really noticed the difference.

Overall I am quite pleased with the results. As for gas mileage, we'll have to wait and see what the numbers are. I may have lost a little mileage but that's OK; the performance gain was worth it!

—Alan Aniol (FCA #7870)
Southgate, Michigan

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1960 Ranchero, Sangria Red Metallic, 200 six CH transmission floor shift. Perrod Topper 15 inch American Racing wheels bucket seats, new sheet metal from doors, back new interior five years ago. AM-FM CD player, gauges under dash, power assist brakes. 3:25 gears in differential. \$6,000 OBO. Jerry Hann, 303-328-1279. CO. 171104



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Burgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and information, go to tweetrevenge.com. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 171113



1962 Ranchero, Type 66A, red with black roof, 101 horsepower, 170 cubic inch, special six engine with three speed transmission, three on the tree. New tires, transmission

rebuilt, new clutch. 57,000 miles on speedometer. Modified to resemble Fire Chief car. Flashing red lights, red and green lights on cowl, Fender mounted Darley Champion siren. Custom aluminum diamond plate locking tool box. White oak hose bed. Mounted fire ax, hydrant wrench, gated hose valve with fifty foot hose. Vintage fire extinguishers. This is the most fun you'll ever drive. It attracts everyone and wins trophies and gets excellent newspaper coverage. Asking \$10,000 OBO. Inquire at johnwebster@att.net or call John at 847-234-4953. IL. 171105



1963 Falcon Futura convertible. Black on black with new black convertible power top. New trim. New interior and gauges. New American Racing wheels and new tires. Power steering, front disc brakes, new exhaust. 302 cubic inch with dual quads, five speed manual. New 355 gears. Very good condition, runs good, drives good. Asking \$19000 OBO. Call Larry at 315-363-2234 or email lbritton2@twcny.rr.com. 171005



1964 Ford Falcon Futura convertible with custom interior and new top. New air shocks front and rear. 289 with headers, dual exhaust, cassette AM/FM stereo special design 1964 consistent, automatic transmission with manual shift option, aluminum radiator runs cool. Top up or top down—turns heads and draws interest anywhere you go. Starts with a click, good street runner! \$12,500. Charles Burgess, Charles_Burgess@dell.com, 512-497-6834. TX. 171116



1964 Ranchero, 5.0 fuel injection, five speed manual transmission. Mustang II front end with rack and pinion, power steering. Vintage air under the dash and lots of chrome on the engine. Special paint that changes colors depending on the light; it can go from a purple to a root beer brown. This Ranchero underwent a complete rebuild in 2005 with new windows, new light gray interior with bucket seats, new carpet and cab completely insulated, new weather stripping and custom built console with the gauge cluster. Spare tire and battery in bed and a fiberglass tonneau cover. This Ranchero is in excellent shape and has won many trophies. It is my daily driver and has been kept in a climate controlled garage in Arizona. \$25,000. Bill Atkinson, WKACYC@msn.com or 928-566-1799. AZ. 171004



1965 Falcon Futura, 351 Windsor stroked to 418 cubic inches; Toploader four speed, Edelbrock heads, Edelbrock air gap intake, Edelbrock 750 carburetor, rack & pinion manual steering, adjustable coil over all four corners, Alston adjustable ladder bars, sub frame connectors, cable clutch linkage, nine inch Posi with 3.00 gears, \$28,000. For more information and additional pictures, call Ray at 815-968-8396. IL. 170810

1965 Mercury Caliente, real nice body, new floor pans, \$3,000 OBO. 1964 Mercury Comet four door station wagon with 210 automatic nice body, needs floor pans, \$1,500. 1964 Mercury Comet, four door, nice body, 210 automatic, air conditioner 74,000 miles, still has 1974 license plate, \$1,500. Call Bob at 806-683-3550. TX. 171008

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible four speed, \$1,500; 1964 Futura hardtop bare body in primer on rolling chassis including many interior and exterior parts, \$6,400. 1964 Futura convertible, \$1000; 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura

hardtop with Comet dash and 302 V8 three speed, \$2500. 1963 Deluxe Station Wagon, \$1,500; 1960 two door Comet, \$500. JL Branson, 4097 Hwy T, Marthasville, MO 63357; phone 636-228-4501 or email jlwbranson@mail.win.org. MO 170820



1966 Ranchero, Viper Red with metallic Black Cherry trim. Original 289 and C4 transmission. Factory power steering and Vintage Air under dash A/C. Front disc brake conversion. Includes car cover and original front drums. Approx. 105,000 miles; approx. 20,000 miles since engine rebuild. Car has been driven on many cross country trips. Asking \$20,000. Call 816-880-4717 or email jlmac357@gmail.com. MO. 171014




1966 Ranchero with rebuilt 289, auto, bucket seats, primer in spots, and an air conditioning unit which is not installed. Asking \$4,500. OBO. This car was originally from Arizona, and the floor pans have been replaced. E-mail rr4616blackoak@aol.com.

FALCONS WANTED

Looking for a 1963 Super Deluxe Squire Wagon, body number 71D, in good driving condition. The ideal car would have a V8 and manual transmission. Call or email John at 408-628-7397 or jliissandrello@msn.com. CA.171117

I am looking for a 1965 Ford Ranchero automatic, prefer a V8 that is in need of some love. Wanted dead or alive—running or not. Kevin, 830-708-9293. TX. 171007

—Continued on page 18

A white 1961 Ford Falcon Ranchero pickup truck is parked in a driveway. The truck is a two-door model with a short bed. It has chrome wheels and a chrome door handle. The word "Ranchero" is visible on the side of the door. In the background, there is a wooden fence and a house.

Mid-1970s. I was in my early teens when my dad bought a 1961 Falcon Ranchero, his answer to the high gasoline prices of that decade. He paid \$300 for it and, I went with him to pick it up and drive it home. As I recall, I wasn't too impressed.

He was a drag racer for most of his life and a fixer upper of old cars, so he immediately made some changes to the little Ranchero. First, he changed out the grille to a 1960 model because he liked the looks of that year's Falcon grille better. As I got older, I disagreed with him as I preferred the 1961 grille. He removed the old 144 cubic inch six cylinder and three speed transmission and replaced them with a 200 cubic inch six out of a Mustang and a Toploader four speed transmission. I recall helping him re-form the transmission hump to fit a Hurst floor shift to the transmission. He got rid of the 13" wheels and installed 14" wheels and new radial tires. He installed a split bench seat from a Torino we found in a wrecking yard.

That was it. He did not repaint the truck, just left it "as is." It was his "gas saving" vehicle of the day. His everyday driver was a 1972 Ford F100 with a 390 cubic inch V8 and it definitely gulped gas.

1978. When I turned 15 years old and began looking for my first car. You guessed it; the 1961 Ford Falcon Ranchero soon became my first car. By that time, it had begun to sit a lot in our back yard. My dad gave me the Falcon and of course I immediately began to work on it, trying to "improve" it.

First I had to replace the right front fender. I'd been fooling around one day with the truck, reached in the open driver's window, turned the key, and cranked the engine. It was in gear and the little truck took off. I was horrified as it came to an abrupt stop against a large piece of my dad's oilfield machinery. The passenger front fender was crushed.

My dad was pretty cool about it, as he could tell I was distraught. He helped me find another fender at a wrecking yard and install it. It was a new white fender which stuck out on a dark blue truck.

I ended up painting the Ranchero Chevrolet Hugger Orange and added then-famous "Western Wheel" turbine wheels with Dunlop GT radials.

With the 200 engine and Toploader four speed, the little truck ran well and I had a lot of good times in it during my high school years. And, I really mean A LOT OF GOOD TIMES. I was one teenager who really enjoyed my high school years.

Around that time, I read in the *Dallas Morning News* Auto section about a club for Falcon lovers—the Falcon Club of America. In 1979 I joined as member #694 and have since maintained my membership.

By my senior year, I had some money saved up from working in the Texas oil fields during the summers and I began to want to move into a more modern vehicle. I parked my little Ranchero and moved on to newer vehicles—first, a new 1981 Ford F150 and next, a brand new 1982 Camaro Z28. I was out of the Falcon business for a while.

A white 1961 Ford Falcon Ranchero is parked on a concrete driveway in front of a weathered wooden fence. The car is shown from a front-three-quarter view, highlighting its chrome grille, headlights, and bumper. The license plate is Texas 79P-TP2. The title "My Long Association with Falcons" is overlaid in large blue text on the right side of the image.

My Long Association with Falcons

By Steve Shore

After college, I briefly owned a 1961 Falcon four door sedan that I bought to fix up and drive. However, I was newly married and soon moved across country. I left the Falcon with my dad and he ended up selling it around 1986.

2008. My dad was at the Pate Swap Meet at Texas Motor Speedway in Fort Worth when he spotted a really nice, untouched 1961 Ford Falcon Ranchero similar to the one I had as a teenager. He called me and asked me if I would be interested in it. I said "Yes!" and he bought it for me. I think he paid about \$1,000. It was not running and was not drivable, but

it was all there and in relatively good condition. I drove to Fort Worth and picked it up.

My original plan after I got it home was to just get it running and make a good driver out of it. That was kind of like pulling a string on a sweater, and before I knew it, I had the little truck completely disassembled and in pieces in my shop. I ended up doing a very extensive and complete restoration. Most of the work I did myself, with the exception of the engine machine work, the body work, and the paint work.

I quickly was introduced to the little 144 cubic inch Falcon six cylinder. I had never driven a Falcon with the 144, just the 200 ci six my dad had installed before he gave me the first truck.

Continued on page 20

MISCELLANEOUS FOR SALE

Hubley toy Falcon Ranchero, first generation style. Nice and rare toy car for the early Ranchero owner. Asking \$12 plus shipping. Call Mike at 570-675-8832 or email jkbednar@ptd.net. 171011

PARTS FOR SALE

Parting 1960–1965 Falcons, all models. All parts available. Call Steve at 360-430-0143 with your needs. WA. 171010

1962 Ford Falcon Holley 1909 NOS Carburetor, C2DZ-9510-A, new in original Autolite box. Tag #C2DE T, LIST 2346-2 - Ford Parts book says it fits the 1962 Ford Falcon 144 CID engine with a two speed Fordomatic transmission. Extremely rare find in NOS condition. Manufacture date of 10/67, mounting gasket included. Price \$285. Call or email Jon at 801-694-6356, falconregistry@gmail.com. UT. 170919

1962 Falcon Polaraire Conditioning complete system, believed to be original. Call for photos. \$1,000. Roland McPhearson, Bedminster, NJ, 251-689-4207. 170917

1960–65 Falcon and Comet radios, good looking, tested and working, \$150–\$225 each; four lug 14" wheels, \$45 each, set of five, \$200; 14" wire hubcaps: #4 driver quality to #1 top condition \$175–\$550, set of four. 1960 grilles: driver quality to NOS, \$75–\$300; Dagenham four speed for parts, broken 2/3 gears, complete and spins freely, as well as bellhousing, clutch fork, \$100–\$350; NOS Dagenham shifter box, last one, \$395; T-10 four speed, complete, buildable, narrow pattern, \$495; with complete shifter and trans. mount, \$695, with pedals, four speed column, bellhousing, starter and clutch, \$1,195. NOS 1965 grille, headlight doors and emblem, \$1,965; 1964-5 NOS remote control mirror with matching NOS right side mirror, \$495. "Driver" quality grilles: 1960–66 +1969–70 \$100–\$300 depending on condition. 1960–63 Comet dash clusters, nice condition, two to choose from, \$195; 1968–70 NOS cigarette lighter elements (two), \$60 each. 1968–70 LR taillight surround, excellent used condition, \$95; 1968–70 taillight lens, excellent used condition, \$50; 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same \$200; front bumper rock shield, three pieces, needs some work, \$125; L/R front fenders, near perfect, \$300 each; excellent hood \$300; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964, CO or visit us at www.kelloggsgarage.com. CO. 171109

1964 C4 five bolt 289 block, standard bore with .003 taper, magnafluxed and baked, \$400. 1965 289 ready to run .040 over, flat-top pistons, parallel decked .012 deck height Erson 351 cam, GT40 heads Scorpion roller rockers with front cover, pan, oil pump, dampener, \$2,500. Email msgarrett35@Reagan.com or call 301-803-0433. MD. 171103

Edelbrock Performer 351 W used intake, very good condition, \$175. Various years' cast iron 289/302 4-V intakes, \$200–\$250. Factory 351 Windsor cast iron 4-V intake, \$250. 1973–79 Ford factory NOS F150–350 front fender inner panels. D9TZ-16054-A RH, D9TZ-16955-A LH, \$650. All prices plus shipping. John Simone, 413-336-5307, MA. 171103

1963 Falcon spears, \$100 OBO. 1963 chrome original Sprint valve covers with pollution control assembly, \$75. 1963 hood scoop, needs re-chroming, \$25. 1963 Falcon chrome door trim, \$45. Many more Falcon parts for sale. All prices are plus shipping. Ron Pagano, 352-513-3771. FL. 171013

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1960 NOS Falcon grille, \$199. 1964/1965 NOS Falcon grilles and headlight assembly, \$1,499. 1962/1963 NOS Falcon cowl top, \$275. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$459. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$459. 1965 NOS Falcon back-up lamp kit, part #C5-DZ-15449-B, Wagon/Ranchero, \$499. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$250. 1964 NOS Falcon lens, no back up, \$125. 1965 NOS Falcon lens, no back up, \$125. 1963-65 Falcon/Comet, 14", four lug, chrome slotted wheels with B.F. Goodrich Tires, \$950. 1963-65 Falcon bucket seats, black, useable or recover, \$950. 1963-65 Falcon/Comet four speed shifter with knob, \$199. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$229. 1963-65 Falcon/Comet six cylinder valve cover, black powder coated, \$155. 1963 Ford FE, 3x2 set-up, intake, carbs, linkage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake reproduction parts available, Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 171103

Used leaf springs out of a 1964 Falcon sedan, cast #C4DA-5556-A GI-3K \$200. C6 transmission, tag #PGA AW 014755. Servo #L RF-C8VP-70027-C, 36 inches long. Tag decodes as coming out of a 1972 Torino with 2bl 351C, \$200. C4 transmission, tag #PEE H I 289 7B20C1, tag decodes as coming out of a 1967 Falcon with a 289, \$200. C4 B&M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1965 289, crankshaft, \$150. Eight connecting rods cast #C3AE, \$100; valve covers, \$60. 2V intake cast #C5AE-9425 D, \$75; engine block main caps, \$100. 1966 289 heads cast #C6OE, date codes 5F10 & 5H17, \$200. 289/260 Falcon exhaust manifolds, \$100. 1965-1966 two bl set up, intake cast #C6OE-9425-A, date 5E4, carb cast #C5ZF B; pvc system, thermostat housing, carb spacer, fittings, engine tag etc., \$250. 1967 289 heads, cast #C6AE, dates 7D18 & 7E2, \$200. 347 stroker kit, \$1,200. 1995 351W heads, cast #E7TE, dates 5B15 & 5B17 one pair, \$150. 1968-70 428 CJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 171114

1963 Falcon Futura convertible parts: wheel covers, door and windshield chrome, glove box, emergency brake cable and handle. Front fender spears, hood scoop, front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Selling as a lot. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 171126

Nice Mercury Caliente grille, four speed transmissions, top and side loaders, two and three speed automatic transmissions, five and six bolt bell housings, station wagon luggage rack, tear curved glass for station wagon, fenders, doors, hoods, trunk lids. 1964-65 tail lights and chrome, much more. Bob, 806-683-3550. TX. 171008

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75; doors, \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or email jlwbanson@mail.win.org. MO. 161101

PARTS WANTED

WANTED: 289 Hi Po San Jose built four speed radiator, top tank is stamped C4ZE W-MO, G2 2-65. 3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines, part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors, part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. 161102

Stainless mouldings for rear of vinyl top that run on the top of the quarter and below rear window for 1963-64-65 two door hardtop; will pay postage. Please email me at lukecassar@bigpond.com.au. 170818

1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all; partial sets, individual pieces OK. Call or email Lenny at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO. 171110

Rear trim trunk panel moulding needed for 1964 Ford Falcon Sprint. Looking for a straight piece with no dents or rust. Call Clayton, 602 290 3509 or email healey58302@yahoo.com. 170908

1961 Falcon Ranchero



Continued from page 17

I got the car all put back together, looking better than brand new, and took it out for a drive. Within a week I knew that I would never be happy with that little 144 six. It sounded like a sewing machine (solid lifters) and just did not accelerate—at all.

Luckily I still had a 200 six from my Falcon days as a high school kid. I got that engine out of storage and did a complete rebuild on it. I wanted it to LOOK stock, so I installed a road draft tube like a 144 and even painted it to look like a stock 144 six. It's really hard to tell the difference; the hydraulic lifters give it away as well as the extra freeze plugs. In my opinion, this is the engine that the Ranchero should have had from the factory.

The only deviation from stock I did was to install the exhaust port divider in the head and run a two inch exhaust system. I did keep the original automatic transmission. Now at age 54, I kind of like the automatic.

2014. While vacationing in Florida with my family on Captiva Island, my son and I were driving down the main road that runs down the island. I spotted a really nice 1961 Falcon Futura parked at a full service gasoline station and pulled in to take a look at it. It was Corinthian White and looked to be in almost perfect restored condition. I inquired about it from the guy working at the gas station and he said it was in for routine service and was owned by a local older gentlemen. It was not for sale, so I drove off just thinking that it was a great opportunity to get a close up look at a really nice Falcon Futura.

A year and a half later I was looking on eBay for Falcons—specifically 1961 Falcons. As I was going down the list, I noticed the listing and picture of a white 1961 Futura. The photograph was taken on a beach. I instantly recognized it as the Falcon I had seen the previous summer in Florida. I ended up



Above: Posing with my first 1960 Ford Falcon Ranchero back in March 1982.

Below: My Ranchero's interior.



The Ranchero engine: a 200 six disguised as 144



"winning" the Falcon on eBay and contacted the seller. He had bought the car in Kentucky because it was very similar to the first car he purchased when he got out of the service. He had then restored the car to a very high level and moved to Florida.

When the Falcon arrived at my house, it looked as good as I remembered it from that summer vacation. The only issue was the chrome—the Florida salt air really had done a number on the bumpers, door handles, antenna, and rear view mirrors. I bought all new replacements and swapped them out on the car. It really made the car stand out; the paint itself was in almost perfect condition.

Mechanically the car is still in great shape. It is equipped with the 170 Special Six cylinder with Fordomatic transmission. The red bucket seats look great against the Corinthian White paint. I did put in a reproduction radio with FM and iPod connections.

I feel like I have two great representations of the 1961 Falcon—a Ranchero in "standard trim" that represents the working aspect of the Falcon line, and the Futura which represents the deluxe end of the Falcon offerings for 1961. The fact that both are finished in Corinthian White just kind of makes it even more cool to have such a unique "Falcon nest."

I'm so happy my dad became a Falcon lover in 1961 when he bought a used 1960 Falcon for my mom. I've been a Falcon fan since 1978 and a Falcon Club of America since the age of 16. Falcon owners are some of the best people in the world and I am glad to have had a part in preserving these great cars.

—Steve Shore (FCA #694)
Longview, Texas

—More photos can be found on page 24

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19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

ALAMO CHAPTER, SAN ANTONIO, TEXAS
Patti and Arthur Browne
606 Olney Dr, San Antonio, TX 78209
210-822-6692, 64ranchero@satxrr.com
Meet second Sunday monthly
Pig Stand, 1508 Bdw., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS
Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER
DALLAS/FORT WORTH
Wally Tirado
7801 Alma Dr., Ste. 105-104
Plano, TX 75025
Meet third Saturday. Time and place set at
previous meeting.

LONESTAR CHAPTER, TEXAS
Mickey Rosewell
112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER
David Gunnells
1786 Turkey Road, Gladewater, TX 75647
903-759-6850
For Club information, contact David

SOONER STATE CHAPTER
OKLAHOMA CITY, OK
Jordan Mixon
jordanmixon@hotmail.com
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS
Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly. Prince's Drive=in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER
HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Meet third Saturday of even months; Valley Ranch
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.
Check website or call to verify.

Mountain Region

Regional Director Kent Whisenand Jr.
7190 W 24th Place, Lakewood, CO 80214
720-480-4910; kw65falcon@gmail.com

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888

Meet third Friday monthly, 303-857-9360

WILD WEST FALCONS CHAPTER

Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
970-314-2498

Meet quarterly. Call for details.

South Central Region

Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS

Sandy Meir
131 Ballard Road, Cabot, AR 72023
501-628-2898

Meet second Saturday monthly; 501-605-1370

SOUTHERN COAST FALCONS CHAPTER PENSACOLA, FLORIDA

Lou Kosa
1 Pinetree Dr., Gulfbreeze, FL 32610
850-293-1131
Meetings TBA

GULF STATES CHAPTER

GULFPORT, MISSISSIPPI
Mike Sigler
14475 S. Big Hill Road
Gulfport, MS 39503
228-596-9160

Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321

Meet monthly. Call for dates and location.

BLUEGRASS CHAPTER LOUISVILLE, KENTUCKY

No leadership at this time.

FRONTIER CHAPTER

PARIS, ARKANSAS
Ben Norris, 1000 1st St.,
Bonanza, AR 72916 • 479-639-6735
Meetings TBA

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769 • 225-445-4488

North Eastern Region

Regional Director John Howard
3955 Tolbert Rd., Trenton, OH 45067
513-312-8799

ERIE CANAL CHAPTER

AURORA, NEW YORK
Mike Barren
1310 E. Blood Rd., Cowlesville, NY 14037
Meetings TBA

HOOSIER CHAPTER

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Dan & Jan Brancolini
2112 Wood Stream Dr., Avon, IN 46123
317-374-3580
Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr., Indianapolis, 317-418-8301

KEYSTONE CHAPTER

CARLISLE, PENNSYLVANIA
Jeff Wied, 2593 Hill Rd.
Green Lane, PA 18054 • 215-234-8833
Meetings TBA

NORTHEAST CHAPTER

RI, CT, MA, VT, NH, ME
Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
Meet third Saturday monthly; check website for
location and time.

OHIO VALLEY CHAPTER

TRENTON, OHIO
John Howard
3955 Tolbert Rd.
Trenton, OH 45067 • 513-312-8799
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

Al Ingli
44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
Meetings TBA

THE WESTERN PENNSYLVANIA CHAPTER PITTSBURGH, PENNSYLVANIA

Bob Smith
421 Shelbourne Dr.
Pittsburgh, PA 15239 • 905-335-2834
Meetings TBA

South Eastern Region

Regional Director Dave Wagner
7111 Wolffever Landing Dr., Harrison, TN
423-243-3525; 65Sprint@baldwinpines.com

CAROLINAS CHAPTER, NORTH CAROLINA

Tony Honeycutt
6477 Mount Pleasant Rd. S.,
Concord, NC 28025
980-621-1787; exeasy_98@yahoo.com
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER

CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Ricky Kerbow (January-June)
166 Crowell Rd. SE, Conyers, GA 30094
770-560-3964; mkkerbow@bellsouth.net
Bobby Chester (July-December)
2617 Camp Wahsega Road
Dahlonega, GA 30533
678-878-5016; twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990; shirawd@aol.com
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA

Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442; vwwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

Wayne Rollins
5542 Evergreen Farms Lane
Greenback, TN 37742
865-856-3030
wrjr57@comcast.net; wrjr57@comcast.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER

MIDLOTHIAN, VIRGINIA
Terry Critser
1212 Outspring Road
Chesapeake, VA 23322
757-646-3222; 62bluefalcon@cox.net
Meet second Sunday of March, June, September,
December. See website for locations.

My Long Association with Falcons

—Continued from page 21

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The fact that both are finished in Corinthian White just kind of makes it even more cool to have such a unique "Falcon nest."



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Standard FCA Show Categories

Stock Category

Falcons in this category have historically been thoroughly detailed while maintaining a high percentage of authenticity. Most common and accepted modifications in this category are custom or aftermarket wheels combined with radial performance type tires (rather than bias ply). The other noted and accepted modifications are "Sprint" or "Cobra" type air cleaners and valve covers. These two modifications are felt to be acceptable because perhaps the OEM, bias ply tires are not available in the correct sizes and radial tires add a definite safety factor in traction, handling and braking. The newer sized of radial tires also require a rim width that is wider than the stock Falcon wheel. This is the reason many owners choose to run the 14x6 Magnums or 14x7 Magnums in combination with a 70 series radial tire.

The Sprint and Cobra engine accessories are recognized as "true" Ford parts and could be purchased over the counter from any Ford dealership. Details really stand out in this category. The engine compartment is clean enough to eat off in his vehicle, be it a 144/170/200 six or a 260/289/302 eight. It will be detailed to the max. No glaring modifications are anywhere on this Falcon. It just looks a little better than the original, the way it would have if Ford could have hand built each one individually.

You may see these Falcons on a trailer or driven on a nice day. Several cars of this quality may even be driven on long trips. All in all, these Falcons are built for "Show or Go." At local cars shows across the nation these cars are bringing back the memories of the car that started it all, and bringing home the gold.

Daily/Street Driven Category

This category is perhaps the most important to the future of the FCA and the value of all Falcons. As the name implies, this category is for those special Falcons that you see on the street every day. These Falcons are driven at least three thousand miles per year—rain or shine. They are not "Parade Cars" or "Museum Pieces." They take Dad to work and Mom to the grocery store. They are often the son's or daughter's first car and are depended on to get them to school every day. They have felt the pain of parking lots and careless drivers. They are the cars left outside to make room for Mom's new SUV; they are also the ones that will start when the new one refuses to face the cold

of winter. Not necessarily a show car, but for sure a winner. You won't find a show quality paint job on these Falcons. You might find a nice set of wheels like Magnums or even steel wheels, yet not quite show-quality hubcaps. The engine compartment may or may not be detailed. In all cases it will be as clean as one can keep it. Remember this car is used as it was intended. Several modifications that improve dependability may even be evidenced on this "driver." Maybe an alternator sits where a generator once resided. One can easily understand wanting a dependable charging system. The beauty of the Falcons in this category is not that they are perfect. They are well-maintained, attractive vehicles willing to take their proud owners across town, to work, grocery shopping, or wherever they want to go.

Diamond in the Rough

This category is for the Falcon that obviously needs work or is in the process of being restored. It may or not be drivable. It may be in primer or still have the old paint job. The interior may be tattered and torn or partially finished. The bodywork is not completed. The engine needs work. Anyone looking at this Falcon can see it does not fit in any of the other categories but has potential some day.

Lite Modified Category

This category is for that Falcon which retains a stock appearance, but has been mildly modified to improve safety, performance, drivability, and handling. Falcons entered in this category might have disc brakes with dual master cylinder, rack and pinion steering that has been bolted in place, overdrive transmission (manual or automatic), aftermarket intake and exhaust manifolds, aftermarket wheels and tires, reclining bucket seats with original design upholstery material, aftermarket steering wheel, gauges or consoles—even a small block Ford stroker engine. These mildly modified Falcons should not have any body modifications such as wheel tubs, louvers or hood scoops. These mild modifications could be easily reversed returning the Falcon to a stock condition. The Falcon entered in this category will probably be very detailed inside and outside.

Modified Category

This category is wide open. You will find Customs, Sleds, Racers, Chopped tops, Full frames, Tubs, four-wheel Disc Brakes, Monster tires and a host of other

tempting modifications. Engines may be carbureted, fuel injected small block, or even a blown big block. In either case, you bet it is well detailed and more than likely "Bad to the Bone." No engine modification is considered extreme, although all entries must be all Ford powered. Absolutely no Brand X are allowed. Paint schemes will vary as much as engine choice. You may find metallic, pastels, flames, graphics, murals or a super smooth single color over rolled pans, filled seams and a sunken antenna. Interiors may be as stark as a race car or as plush as a new Continental or Town Car. In all cases, the interior will be fitted to suit the owner and fully functional for the application. "Modified" best describes this category.

Concours Masters Category

This category is for the purist. Falcons entered in this category will have won the "Best Stock" Falcon award in any of the three previous FCA National Meets. The Falcons entered here will really open your eyes and make your mouth water. These cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy but all exactly like the factory built it. Correct interior, correct paint color, correct engine transmission combination, everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original. In all cases, these Falcons are the "Best of the Best."

Modified Masters Category

This category is for the "Mild to Wild." Falcons entered in this Category will have won the "Best Modified" Falcon award in any of the three previous FCA National Meets. These Falcons have been modified either lightly for safe driving, performance or convenience such as modern engines and drivetrains while retaining the stock look or heavily modified such as wide slicks, custom bodies or blown engines. The sky is the limit. Quality workmanship and attention to detail make these Falcons the "Best of the Best."

Keep in mind, although the categories will remain constant, the guidelines are just that... guidelines. Except for the Concours and Modified Masters Categories, those that register at a National Meet are free to enter in the category that they feel best fits their Falcon.

Standard Car Classes for National Meets

These classes are considered MINIMUMS. A hosting chapter may at its discretion add classes if the situation in their area calls for it. This requires prior approval of the Board of Directors.

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Looking Ahead to the 39th National Meet in Wichita, Kansas



Each month we'll be highlighting things to do and see around Wichita, Kansas. We hope this will help you plan your trip and enjoy what Wichita and the surrounding area has to offer.

Show Highlights

Planned special events for the 39th National Meet include the Ladies Tea, Kids Pizza Party, and Banquet. There will be a cruise to Hutchinson for tours of the Cosmosphere and Strataca Salt Mine. Casino and Winery trips will also be offered.

Cosmosphere

On the tour to the Cosmosphere in Hutchinson, you'll find a space museum and education center. Their museum houses over 13,000 artifacts from U.S. and Russian spaceflights and is home to internationally acclaimed educational programs. The Cosmosphere grew from a planetarium to what is now second only to the National Air and Space Museum in Washington in its collection of U.S. space artifacts. The Cosmosphere has four venues: The Hall of Space Museum, The Justice Planetarium, The Carey Digital Dome Theater, and Dr. Goddard's Lab, an explosive live science presentation on the history of rocketry.

Things to Do

Chocolate Lovers – Cero's Candies & Cocoa Dolce

Enjoy a Wichita tradition since 1885. Satisfy your sweet tooth with custom-made chocolates made right before your eyes. Cero's Candies is open at noon daily, but is closed on Sundays. Step into a world of pure imagination at the Cocoa Dolce Chocolate Lounge. With more than just artisan chocolate options, the lounge brings you coffee, wine, liqueur and gelato. All Cocoa Dolce chocolates are made from the rarest cacao in the world, Fortunato No. 4. It is taken from a cacao plant that is found in Ecuador and Peru. Cocoa Dolce is the only retailer in Kansas that uses this rare ingredient. The store is open daily at 10 a.m. and noon on Sundays.

Old Cowtown Museum

Step back in time to the days when Wichita was a booming cattle town. At Old Cowtown Museum, visitors can experience life in the 1860s and watch blacksmiths at work or witness a gun fight right outside a local saloon. Stop in for an ice-cold sarsaparilla and interact with characters from the past. Old Cowtown Museum is open Tuesdays-Saturdays, 10 a.m. to 5 p.m.

Rock River Rapids

Want to take the family to a waterpark? At Rock River Rapids, families can enjoy numerous activities like the tree house-themed spray area, a lazy river, shallow water play area and several water slides. It may be the perfect event for a hot July afternoon in Kansas!



Info and photos from www.visitwichita.com

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FALCON CLUB TECH ADVISOR WANTED

The Falcon Club of America is looking for a Tech Advisor for 1961 Falcons. If you are interested, contact Bruce Wolfe at afutura@verizon.net.

Did you know

almost 467,000 Falcons were built in South America? Built by Ford Argentina from 1962 to 1991, mechanically it was based on its U.S. counterpart. The Falcon retained the same elegant body style throughout its production, with several substantial face lifts taking place during its lifespan, giving it a more European flavor and bringing it into line with other more contemporary Fords.

The Falcons became popular as black and yellow taxi cabs and white and blue police vehicles. Some also had a less tasteful connotation with dark green painted Falcons having been used by paramilitary government forces.

Falcons there are still raced in the Turismo Carretera stock car racing series.

HOW TO ADVERTISE IN

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THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and/or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Send ads and photos by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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PHOTO OF THE MONTH



David Baertschi (FCA #2619) of Winona, Minnesota received his FCA number after his father Keith Baertschi passed away in October 2013. His sister Amanda Trumble took this picture in front of the church where his dad is buried. In memory of Keith and the Falcon legacy he carries forward, we feature Amanda's photo of David's 1963 Sprint convertible as this month's Photo of the Month.